

Michigan Aviation System Plan (MASP)

Michigan Aeronautics Commission
(MAC)

July 22, 2015

MASP

History:

- Originally Developed in 2000
- Updated in 2008
- http://www.michigan.gov/aero/0,1607,7-145-6777_7040---,00.html



MASP 2008

ISSUE IDENTIFICATION:

- PRESERVATION OF ENDANGERED AIRPORTS
- EMERGING AVIATION TECHNOLOGIES
- AIRPORT SECURITY
- PRESERVATION OF AIRPORT INFRASTRUCTURE
- ACCESS TO POPULATION CENTERS
- ACCESS TO BUSINESS CENTERS
- ACCESS TO TOURISM/CONVENTION AREAS
- ACCESS TO ISOLATED AREAS
- COMPATIBLE LAND USE AND ZONING
- INTERFACE WITH OTHER MODES OF TRANSPORTATION
- ALL-WEATHER AIRPORT ACCESS
- AIRPORT SERVICES

MASP 2008

MI TRANSPORTATION PLAN GOALS:

- STEWARDSHIP
 - SYSTEM IMPROVEMENT
 - EFFICIENT AND EFFECTIVE OPERATIONS
 - SAFETY AND SECURITY
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MASP 2008

MI TRANSPORTATION PLAN STRATEGIES:

- FOCUS IMPROVEMENTS ON CORRIDORS OF HIGHEST SIGNIFICANCE
 - MEASURE PERFORMANCE FOR ALL MODES
 - INTEGRATE THE TRANSPORTATION SYSTEM
 - ENCOURAGE CONTEXT SENSITIVE SOLUTIONS
 - AVOID, MINIMIZE OR MITIGATE FOR ADVERSE IMPACTS
 - IDENTIFY APPROPRIATE FUNDING
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MASP 2008

MASP SYSTEM GOALS (7):

- SERVE SIGNIFICANT POPULATION CENTERS
 - SERVE SIGNIFICANT BUSINESS CENTERS
 - SERVE SIGNIFICANT TOURISM/CONVENTION CENTERS
 - PROVIDE THE GENERAL POPULATION ACCESS TO THE AVIATION SYSTEM
 - PROVIDE ADEQUATE LAND AREA COVERAGE
 - PRESERVE REGIONAL CAPACITY
 - SERVE ISOLATED AREAS
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MASP FACILITY GOALS (8):

- PRIMARY RUNWAY SYSTEM
 - PAVEMENT CONDITION
 - LIGHTING AND VISUAL AIDS
 - APPROACH PROTECTION
 - BASIC PILOT AND AIRCRAFT SERVICES
 - ALL-WEATHER ACCESS
 - YEAR-ROUND ACCESS
 - LANDSIDE ACCESS
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MASP 2017

ISSUE IDENTIFICATION:

- AIR FREIGHT
 - AIRPORT FINANCIAL BENEFITS
 - AIR SERVICE
 - FAA ASSET SYSTEM
 - STATE PROSPERITY REGIONS
 - PUBLIC INVOLVEMENT
 - FUNDING BASIC UTILITY AIRPORTS
 - RUNWAY SAFETY AREA (RSA) COMPLIANCE
 - RUNWAY PROTECTION ZONE (RPZ) COMPLIANCE
 - PAVEMENT CONDITION INDEX (PCI)
 - UNMANNED AERIAL VEHICLES
 - MILITARY OPERATIONS
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MASP 2017

MASP STEERING COMMITTEE:

- MICHIGAN DEPARTMENT OF TRANSPORTATION – AERONAUTICS (MDOT-AERO)
- MICHIGAN DEPARTMENT OF TRANSPORTATION – PLANNING (MDOT-PLANNING)
- MICHIGAN AERONAUTICS COMMISSION (MAC)
- FEDERAL AVIATION ADMINISTRATION (FAA)
- MICHIGAN GENERAL AVIATION (GA) COMMITTEE
- MICHIGAN ASSOCIATION OF AIRPORT EXECUTIVES (MAAE)
- MICHIGAN ECONOMIC DEVELOPMENT CORPORATION (MEDC)
- SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS (SEMCOG)
- MICHIGAN BUSINESS AVIATION ASSOCIATION (MBAA)
- SOUTHWEST MICHIGAN PLANNING COMMISSION (SWMPC)

MASP 2017

- CONSULTANT DEVELOPMENT
 - INCLUDE ECONOMIC IMPACT STUDY (EIS)
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TOLEDO EXPRESS AIRPORT

Basic Information

Toledo Express is an air carrier airport located ten miles west of Toledo, Ohio. American Airlines/American Eagle and Allegiant Air offer direct scheduled service from Toledo Express to four nonstop destinations. Major facilities at the airport include a 10,599-foot primary runway (Runway 07/25) and full parallel taxiway. Operations at the airport are supported by a precision approach, air traffic control tower, and ASOS weather reporting. Other facilities and services include a passenger terminal, avgas, jet fuel, and maintenance.

Qualitative Benefits

The Toledo Lucas County Port Authority owns and operates Toledo Express. The airport is home to nearly 30 on-airport businesses and government organizations offering such services as airport administration, air passenger transport, air cargo, air passenger security, aircraft maintenance, military, concessions, and FBO services. The most frequent aircraft operations at Toledo Express include air carrier flights, aircraft charters, air cargo operations, emergency medical flights, flight training, military operations, and recreational flying. The largest presence on the airport is the Ohio Air National Guard's 180th Fighter Wing, an F-16 unit with over 1,000 employees. The airport's other major employer is BX Solutions, which provides customized logistics solutions to the transportation and distribution industries.

The airport also maintains programs to enhance community and tenant outreach, including events such as pilot group meetings and tenant outreach programs such as the Grand Air Fashion Show. The airport, in partnership with its based airlines, hosts various airline ticket giveaway contests to the northwest Ohio community. These giveaways include several Facebook contests, as well as a dodgeball tournament where all proceeds go to local charities.



Methodology



Toledo Express Airport Impacts

ON-AIRPORT IMPACTS	CONSTRUCTION/VISITOR IMPACTS
1,319 Jobs	583 Jobs
\$79.5 million in Payroll	\$17.2 million in Payroll
\$165.4 million in Output	\$50.5 million in Output

- Airport Management
- Fixed Base Operator
- Vendors
- Retail & Restaurant
- Car Rental
- Parking
- FAA, Other Government

- Hotels
- Retail & Entertainment
- Convention Centers
- Tourist Destinations
- Construction

MULTIPLIER IMPACTS
2,071 Jobs
\$82.1 million in Payroll
\$171.4 million in Output

- Suppliers of Materials & Services to Airports
- Suppliers to Visitor Dependent Businesses
- Suppliers to Construction Dependent Businesses

TOTAL ECONOMIC IMPACTS
JOBS 3,973
PAYROLL \$178.9 million
OUTPUT \$387.3 million

Impact Measures

Jobs measures the number of full-time equivalent (FTE) jobs related to airport activity including visitor-supported and on-airport construction jobs. A part-time employee counts as half of a full-time employee.

Payroll measures the total annual salary, wages, and

benefits paid to all workers whose livelihoods are directly attributable to airport activity.

Output measures the value of goods and services related to airports in Ohio. The output of on-airport businesses is typically assumed to be annual gross sales.

OHIO AIRPORTS ECONOMIC IMPACT STUDY

The Ohio Airport System

The Ohio system of 104 airports not only provides the state with a safe and efficient mode of transportation, it is also an important stimulus for economic growth and development. By providing aviation-related services, the system supports hundreds of thousands of jobs and produces billions of dollars in economic activity. The state's largest employers, and many smaller businesses, rely on aviation to rapidly transport personnel, equipment, and supplies.

Study Process

To better understand the relationship between Ohio's system of airports and the statewide economy, the Ohio Department of Transportation's (ODOT) Office of Aviation conducted an economic impact study of aviation using an FAA-approved methodology that has been applied to state airport systems throughout the United States. Funding for this study was provided by the FAA and the ODOT Office of Aviation.

Each Ohio system airport's total economic impact was quantified in terms of jobs, payroll, and output. Through a comprehensive survey process, the direct economic impacts related to on-airport business tenants and visitor expenditures were determined for each system airport. The multiplier effect of these impacts was then calculated to ascertain the total airport-related impacts.

TOTAL JOBS	123,456
TOTAL PAYROLL	\$4.2 billion
TOTAL OUTPUT	\$13.3 billion

Statewide Benefits from Aviation

More than 120,000 jobs can be tied to the airports of Ohio. These employees receive \$4.2 billion in payroll and benefits and generate \$13.3 billion in economic activity. In addition to economic impacts, the system of airports provides numerous benefits that enhance the quality of life, health, safety, and welfare of Ohioans.

The state's network of seven commercial service airports provides access to regional, national, and international markets. Nearly 10 million enplaned passengers used the Ohio system of commercial service airports in 2012 to reach these destinations. In total, Ohio commercial service airports support nearly 106,000 jobs with annual earnings of approximately \$3.5 billion and \$11.5 billion in annual economic activity.



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QUESTIONS?

